

NEW GRILL OPENED

"Tavern" Bids Welcome—Large Crowd Throgs Portland's Handsomest Cafe.

GUESTS ARE ALL DELIGHTED

"The Tavern," a splendidly appointed grill with a cuisine comparing with, if not excelling, Delmonico's, New York. Tait's in San Francisco, or the Portland "Rathskeller," was auspiciously opened in the "Rose City" Monday night. The "Tavern" is owned by August Kratz.

Centrally located, the new grill upon its initial opening received not only the patronage of the theater crowds but of those returning to the city from the exposition grounds and Manager Kratz is to be felicitated over his first night's business.

"The Tavern" is lavishly furnished. A prominent Portland architect has surpassed himself in designing the place which is patterned after the early Dutch taverns. A string orchestra was in attendance and to the delight of the guests rendered an excellent program which included both popular and classical selections. The instrumentation of this organization is chosen in such manner as to better equip it for the rendition of orchestral compositions. A competent conductor is in charge.

There are two large entrances, the main one being on Sixth street, between Washington and Alder, and another, especially for ladies and their escorts, on Alder between Fifth and Sixth. The two great grill rooms accommodate nearly 400 people, and everything which can contribute to the comfort of guests has been provided. The interior woodwork and furniture is of weathered oak of massive design and appeals at once to the artistic eye. Exposed beams lend the effect of immense size and antiquity to the ceiling, while the walls are beautifully done in yellow and terra-cotta. Shelves of rare plates and steins are effectively used in the interior decorations and the lighting effects are beautiful in the extreme. There are hundreds of chandeliers and candelabra reflecting soft

tints upon the subdued color-tone of the walls and furnishings.

From a stage designed with special reference to the sounding-board effects, a selected orchestra will give nightly concerts, the programs being varied classical and popular selections.

A magnificent bar occupies a portion of the gentlemen's section and a corps of efficient liquor dispensers cater to the public. The service at the tables is under the direction of an expert steward and 20 experienced waiters. The culinary department is a model of cleanliness and convenience and everything that the ingenuity of the builder could suggest has been done to expedite the preparation of the finest viands.

"The Tavern is conducted under the management of its owner, August Kratz, who enjoys a wide reputation as a business man and a progressive caterer to the public.

Special features of the service will be after-theater suppers and the merchant's luncheon, both of which will be reasonable in price and of the very highest order of the chef's art. Meals will be served a la carte, with the exception of the merchants' lunch.

HOTEL ARRIVALS.

Parker.

- M. W. Pillsbury and wife, Portland.
- Chas. Waime, Bay Center.
- W. Lambert, Portland.
- Geo. Hathaway, South Bend.
- H. E. James, Portland.
- Ben. J. Coe, Portland.
- J. W. Jensen, Chinook.
- Jay Avery, Chinook.
- S. Wihl, Chicago.
- Robt. Flank, Portland.
- John P. Anderson, Westport.
- S. Miles, Nasel.
- F. H. Hood, Portland.
- Henry Ludwig, Deep River.
- Fred Slivers, Portland.
- J. N. Bandine, Bay Center.
- Geo. J. Gilbert, Aberdeen.
- A. D. Gilbert, Aberdeen.

Occident.

- Chas. A. Payne, Chinook.
- A. S. Froslid, Seaside.
- O. K. Nolan, Tillamook.
- Julius Lowe, San Francisco.
- Sanford Kramer, San Francisco.
- H. Houldstone, San Francisco.
- Ralph O. Stauber, St. Louis.
- C. W. Gard, Portland.
- E. V. Carter, Portland.
- J. B. Ballentine, Portland.
- H. C. Tevis, Portland.

ROADS CONVENTION

Its Importance to Oregon as an Educational Institution.

WASHINGTON JOINS HANDS

The Benefits to be Derived From the Building of the Dalles-Celilo Railroad on the Commerce of the Columbia River and the Two States.

The Seattle Post-Intelligencer is more of a worker for the Commercial interests of the Columbia river than is the Oregonian, the selfish interests characteristic of the latter being eliminated by the former. In discussing the good roads convention and the completion of the Dalles-Celilo road it says:

The executive committee of the Washington Good Roads Association is to meet in Portland on June 24, the last day of the session of the national association at that place. The Washington members will certainly return from the convention with enlarged ideas upon the subject if the proposed programme is carried into effect. It is the purpose, among other things, to have practical demonstration by engineers of national reputation and by expert road builders, of modern methods of road building, utilizing the material likely to be nearest at hand and best adapted to local conditions in each locality. It is proposed further to formulate the legislation which will be asked in each of the states which will have representatives at the convention, with the idea of having uniform state laws on the subject.

The gospel of good roads is gaining converts every day, although there is still an enormous amount of inertia to be overcome before there will be any general reform. Bad roads impose the heaviest burden on the country producer which he has to carry. Besides their cost to him his tax payments are a trifle. Nor does the city dweller escape by any means. Delivery of bulky articles, at any distance from the railroad station, costs him more by the ton than would pay for hauling them by railroad a hundred miles, and a large share of this extra cost may be fairly placed at the door of bad highways.

The last spike has been driven on the Dalles-Celilo railroad, and a new route has been opened on the Columbia for the trade of the Inland Empire. It is now possible for any company which can command capital enough to purchase and operate two steamboats—one on the upper and the other on the lower river—to compete with the railroads in carrying grain from Eastern Washington and Eastern Oregon and in carrying return merchandise into that region. To all intents and purposes there is the open river, so long looked forward to, as a corrector of railroad charges.

It is quite safe to say that the open river will not divert any large share of business from the railroads. They will meet any rates which may be made by the water routes or a new chapter in railroad history will have to be written. For the railroads have always met water competition elsewhere. Railroads still carry much more of the freight down the the steamboats and barges; the water route simply regulating the railroad rate automatically.

This will be the purpose of the new route down the Columbia. It will find a business in handling products grown in the country immediately adjacent to the river, where there is the advantage of a short haul to the river down grade, but the railroads will handle the bulk of the business of the country in the future, as in the past.

As an automatic regulator of railroad rates the open river will be more effective agency than the railroad commission; and it will be worth to the states of Oregon and Washington a great deal for this purpose alone.

ALONG THE WATER FRONT.

A Quiet Day Among the Shipping of Astoria Yesterday.

Hugh Brashier, aged 15, ran away from home at 682 East Twenty-first street last Friday, and since then his parents have seen no signs of him. The father, G. E. Brashier, believes that his son has shipped on some outgoing vessel or steamer, and that it may be some time before he returns to see his deserted folks. The mother, too, is worrying over the missing lad, and will appreciate any information that may lead to his discovery.

He had a dislike for school, his father said this morning when he called at the Custom House to see if the boy had appeared there and signed on one of the



DOLLARS

You will save by buying that suit of clothes here. Perhaps you have laid away a twenty spot for a suit. Well, see what others will show you for your twenty, then look at our line for **\$17.50**. There's no difference except two dollars and a half in your favor.

VARSITY - SACK

The accompanying cut shows one of our varsity sacks with a full broad shoulder; body fitting and vented seams. A very stylish garment throughout

\$17.50 a Suit

DON'T FAIL

to inspect our two piece suits in serges and mixtures at

\$10.00 to \$18.00

P. A. Stokes

Keeps a Dressy Shop for Dressy Men.



The FOARD & STOKES CO.

IMPORTANT!!

To Builders !!

Josson or Federal

... CEMENTS ...

Sherwin-Williams Paint

San Juan Lime

Ruberoid and Paroid Roofings

Samples of Roofing furnished upon application.

Call and Get Our Prices

The Foard & Stokes Co.

Astoria's Greatest Store.

Where New Things Make Their Debut

lumber droghers that have cleared since the boy left home. Deputy Collector R. F. Barnes, in looking over records of sailors signed before him, finds no one answering the description of Hugh Brashear, and John Grant, the sailor boarding house master, says that while three young fellows went away on the British ship Dumfriesshire, which left for Melbourne some days ago, he is certain that young Brashear was not one of them. According to the records kept by British Consul James

Laidlaw, before whom the men are shipped, Brashear has not signed on any foreign ship, unless he did so under an assumed name.

Shipping News.

Steamer Alliance sails tomorrow morning for Eureka via Coos Bay.

The steamer Elmora is scheduled to sail for Tillamook today at 8 p. m.

The barkentine Kohala sailed yesterday for the orient with a cargo of lumber.

The schooner Gerald C. is on the beach, having her stern bearings tightened up.

The steamer W. H. Harrison left out for Tillamook yesterday with a cargo of water pipe.

The steamer Columbia sailed for San Francisco yesterday with a full cargo of freight and passenger list.

The steamer Reliable, which has been at the Astoria Iron Works having her machinery overhauled, left out for South Bend yesterday.

The schooner San Buenaventura, which sailed from Tillamook two weeks ago, has arrived at San Francisco with her main top mast gone, the result of a sudden squall.

Diek Meijer, the sub-marine diver, while at work on a seining ground on the Oregon side of the Columbia river near Skamokawa the other day, discovered a large bar forming, and he believes that it will eventually interfere with navigation unless attended to at an early date.

The British steamer Sandhurst, which is under charter to load lumber at this port for the Orient, is at Tsingtau ready to leave for Mororan to coal for her trip across the Pacific and return. She is expected to reach Astoria by the first of the month.

In all probability a Portland firm will try its hand at floating the hull of the steamer Geo. W. Elder, Anderson &

Crowe and Andrew Allen having entered into negotiations with the underwriters to deliver the hull in the drydock at St. Johns or claim no pay. In the event that the contract is performed, the wreckers will receive \$25,000 for their services. Mr. Allen has been in the wrecking business for years, and gained considerable prominence as successful in his business by floating the stranded Columbia river light ship several years ago.

Odd Fellows' Election.

The grand encampment of Odd Fellows of Oregon today elected the following officers for the ensuing year:

Claud Gatch, grand chief patriarch; W. J. Vawter, grand high priest; H. M. Beckwith, Portland, grand senior warden; E. E. Sharon, Portland, grand scribe; W. W. Francis, Portland, grand treasurer; E. J. Seely, Albany, grand junior warden; W. M. Green, Eugene, grand representative; L. H. Hazzard, Coquille, grand marshal; R. Robertson, Roseburg, grand sentinel; W. O. Gregg, Canyon City grand outside guard.

Election of Officers.

The United Artisans held a meeting last evening and elected the following officers for the ensuing term: Master Artisan, J. W. Foster; superintendent, Mrs. E. R. Foster; inspector, Mrs. Stevens; secretary, E. C. Landingham; treasurer, A. R. Cyrus; M. of C., Andrew Asp; senior conductor, L. A. Nanthrup; junior S. L. Nanthrup. The regular meeting nights will be the first Monday in each month.

A. O. U. W. Notice.

By direction of the lodge, notice is hereby given that on Saturday evening, June 10, 1905, a matter of grave importance will come up for discussion and explanation, to which each and every member is invited to be present. (Attest: F. D. Winton, Recorder. A. L. CLARK, Master Workman.



THE MONTH OF JUNE

gives everybody a chance to array themselves in

WHITE AND LIGHT COLORED DRESSES.

We have just received a large consignment of pretty white and colored wash materials which we are placing on sale this week at unusually low prices.

If you are going to the fair, any one of these materials will make a cheap and dressy garment. Better see them early and make your selection.

A WHITE ARRAY

SOFT FINISH DUCK, the kind that lends itself to folds and pleats, width 30 inches, 12½ and 14c a yard.

WHITE PIQUES, corduroy effect... makes pretty dresses and waists, 12½, 20, 25 and 30c the yard.

FANCY OXFORDS, a dainty white material, especially adapted for dressy shirt waists, 12½, 15 and 20c a yard.

WHITE LINEN, 36 inch wide, good washable article, 25c a yard.

SUPERIOR SHIRT WAIST LINEN, Irish manufacture, 36 inch wide, 30c a yard.

Heavy Linen a tough serviceable material, wears like iron, 40c a yard.

Fancy Dress Materials.

SANS SOUCI BATISTE
A dainty white lawn material, with elegant color effects. No better goods made at this price; makes nice summer dresses. A lot of pretty patterns just received. Price, the yard, 12½ cents.

MERCERIZED SHIRT WAIST SATEENS
31 inch width, neat little figured effects in staple colors. In two grades. A yard, 14 and 15c.



Now is Oxford Time

To our customers who know the character and quality of our goods, the prices quoted below will appeal very strongly. To those who are not our customers we can only say this is a good chance for you to become acquainted with us and our goods and save yourself money. Just notice the prices we have made.

Women's Tan Oxfords in calf skin, made with welt, new lasts,	\$3.50 and \$3.00
Women's Button Oxfords, made with welt,	\$3.50
Women's Tan Oxfords, blucher cut	\$2.50
Oxfords for Children and Young Ladies, the famous Steel Shod line	\$1.75 to \$2.25
Girls and Children's Tan Oxfords in calf and kid,	\$1.50 and \$2.00
Barefoot Sandals cut in new patterns, that will not cause sore toes, Children's, 90c, Misses, \$1; Women's \$1.35.	

Wherity, Ralston & Company

The Leading Shoe Dealers.